



# Carolina WingSpan

*The Official Newsletter of the  
North Carolina Wing  
Civil Air Patrol  
U.S. Air Force Auxiliary*

**Featured Article July 2010 SAREX JULY 2010**

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Cadet Ground Teams



USAF Sgt. Dean and CAP Maj.  
Dan McCollum-Safety Team

Incident Commander  
Lt. Col. Jeff Willis



# **NORTH CAROLINA WING CIVIL AIR PATROL**

## **U.S AIR FORCE AUXILIARY**



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"Carolina WingSpan" is the official newsletter of the Civil Air Patrol,  
North Carolina Wing HQ, U.S. Air Force Auxiliary

**The 2010 Wing Conference Registration Form is now available on the Wing website. For conference registration, please print the form and mail with check or money order, payable to NC Wing Civil Air Patrol, to P.O. Box 2082, Burlington, NC 27216-2082.**

**For Hotel reservations please call the Hilton Wilmington direct. The number can be found on the top of the registration form. CAP room rate of \$109.00 plus tax will be offered until 15 August so make your reservations soon!**

**Thanks**

**Lucy**

# Officials Report Successful SAREX Despite Troublesome Weather

## Seven Aircraft Log Into Mission

July 19, 2010

**Raleigh, NC** – “We had seven aircraft signed into the mission, and aircraft flew a total of XX sorties. Most of the sorties included aerial photography assignments.” said Lt. Col. Jeff Willis, Mission Incident Commander. “A total of 74 members participated in this activity, 13 of whom were cadets.” Willis said.

Maj. Rob Mason, Assistant Incident Commander, said, “One aircraft, based in Halifax Co. was grounded throughout the day due to a steady line of severe thunderstorms passing through..”

Included in the aircraft roster was a GA-8 Airvan, which is part of the inventory of the Middle East Region and was assigned to North Carolina for this exercise. The Airvan is a flying platform for CAP’s ARCHER Trac system. This digital-based flying computer is equipped with a high resolution digital camera, and its mission on this weekend was to fly simulated disaster relief sorties.

Capt. Shawn McComas, operations officer for the Raleigh-Wake Composite Squadron, and a certified GA-8 pilot, recently flew missions in a GA-8 over the Gulf Oil Spill. McComas served as operations officer for this exercise.

Ground teams were dispatched on various missions from mission base, which was located in the General Aviation Terminal at RDU.

Two aircraft from Western North Carolina operated from their home bases in Iredell and Buncombe Counties.

Shortly before the exercise got underway a reporter/photographer from News 14 Carolina came to the mission base and spent more than an hour interviewing various CAP members and recording the activities. This is a cable-based, 24 hour news organization with five outlets covering Charlotte to the NC coast.

Shortly after 2:00 p.m. a thunderstorm rolled through the RDU area, and all aircraft and ground teams were recalled to mission base when it was safe for them to do so. Scattered storm cells continued to pop up throughout most of the afternoon.

Willis praised the volunteers who supported the mission. “Despite some really bad weather and excessive heat, we had no reported, safety-related incidents,” Willis said.



UDF Training  
Photos by  
Capt. Harold  
Hernandez,  
NC-007



# Fires Brigade Soldier volunteers with CAP

By Spc. James J. Bunn

18<sup>th</sup> Fires BDE (ABN)

When asking “how was your Saturday,” most people expect to hear of a mall adventure or an exciting day of yard work. Training to respond to an airplane crash or a search and rescue operation is not normally the expected response. For members of the Civil Air Patrol, however, this is exactly the response you might hear.

On Saturday, July 17, the Civil Air Patrol in North Carolina preformed mock ground search operations. The operations were intended to give members of CAP the training to proficiently find a downed aircraft. The event took place throughout the state and lasted most of the day.

Although CAP is an auxiliary of the Air Force its members are not all Air Force. Army Captain Harold Hernandez, 3rd Battalion, 321st Field Artillery Regiment, 18<sup>th</sup> Fires Brigade (Airborne), has been in CAP for six years and serves as a captain there as well.

“I joined the CAP while I was still a sergeant in the Army,” Hernandez said.

The Civil Air Patrol is a volunteer organization that’s been active since 1941. During World War II, when CAP started, it protected America’s shores from Japanese submarines by flying reconnaissance over the ocean and dropping bombs on enemy subs. Although their mission has changed slightly CAP continues to serve the United States by conducting search and rescue operations for all types of disasters.

The Civil Air Patrol conducts search and rescue operations all around the United States. Hernandez said, CAP was able to provide needed support during the search and rescue operations following hurricane Katrina, and they were able to provide support following 9/11.

“Besides the Air Force, after 9/11, the Civil Air Patrol was the only group allowed to fly,” Hernandez said.

As a volunteer organization CAP allows youth to join as junior members; they are considered cadets in the organization until they are at least 18 and can stay junior members until they are 21 when they have to become senior members. Hernandez said the program is a good way to keep children out of trouble. In addition to being a pilot and ground crew chief with CAP, Hernandez also trains junior members.

Hernandez said the junior members are given opportunities to go on search and rescue missions just like the senior members. He said CAP is a great opportunity for kids.

“How many kids can say they participated in real search and rescue missions,” Hernandez said

One task members of CAP must perform proficiently, is tracking the signal an aircraft when it crashes using a device they call an L-per. An L-per is a device that tells the direction of a signal. After they know what direction to travel they use a map or GPS and a compass to find the aircraft.

The mission operation base for the exercise was located in the general aviation section of the Raleigh-Durham Airport. From the mission operation base ground crews received orders to go out and track a practice signal of a downed aircraft.

The skills that members of CAP have are unique and obtaining them takes practice. Those willing to volunteer for CAP are willing to sacrifice their time so they can better serve the communities they live in. With a tradition of service CAP will continue to train and respond to disasters in the United States.

Photo By: Spc. James J. Bunn



# **AEROSPACE EDUCATION And Rocket DAY 2010**

## **Where**

Group # Three - Goldsboro NC October 23rd

Group # Four - Statesville NC - October 30th.

Group # 2 -Zebulon NC-( working- to be determined)

Group # one and Five- Still open -

Want to be a rocket or NASA Engineer??? They all started with Models  
Astronauts have to know all about rockets. They work with models also

## **What**

Rockets

Aircraft O-Rides

A/E quizzes

To be a pilot of anything . You must know what makes your machine fly

We will have testing officers - Airplanes- pilots- instructors- rocket motors-

So just come on out and join the fun and competition

James P Williams -Major -CAP  
Director Aerospace Day 2010  
North Carolina Wing



# NC Wing Schedules SAR TEC II Training

We have scheduled a SAR TEC II class to be taught at the Burlington squadron. The class has been approved by the Alamance Community College.

The dates are:

Week I: Aug 27, 28, 29

Week II: Sept 10, 11, 12

Week III: Oct 1, 2, 3

The class is being taught by Mac Morgan. He is well experienced in teaching SAR TEC. His organization is NC CERT (NC Canine Emergency Response Team). The web site is: <http://www.nccert.org/>. He is a former CAP cadet. He also has extensive experience in training K-9s for search and rescue.

This is a sanctioned NASAR class. This means that if you pass the first two weeks and then pass the 3rd week practical, you will be SAR TEC II certified.

The book for the class is: Fundamentals of Search and Rescue. You can order it on the NASAR web site:

[http://www.nasar.org/garmin/product\\_info.php?cPath=19&products\\_id=307](http://www.nasar.org/garmin/product_info.php?cPath=19&products_id=307)

The cost for Week I and Week II is \$55.00 ( Please make checks out to NASAR.)

The cost for Week III is \$55.00 ( Please make checks out to NASAR.)

Week I is taught at Burlington squadron. We will be bunking out at the squadron. Class will start at 1900L hour on Fri. It will end around 1700L hour on Sunday.

Week II starts at the Burlington squadron on Fri at 1900L. On Sat we will be going to the field for an overnight exercise at Cedarock Park. We will be carrying our 24 hour packs that are according to the SAR TEC II packing list. Once we embark on the trail there is no going back to the van to get something that you forgot. You will be creating a shelter from the items that you pack in.

Week III will probably only be on that Sat. This is the practical stations for the SAR TEC II. There are 6 stations. Please do not ask me about the stations at this time. They will be explained by the instructor.

If you are interested in attending the course please feel free to apply but please keep in mind that the class is a limited size and only so many will be accepted. The class size is limited to 30 students. It is also open to the cadets 16 years of age and older.

If you do plan to take the class I need to have a email sent to me by July 31st at [pnorthdo@earthlink.net](mailto:pnorthdo@earthlink.net). Then mail your Form 17 and a check for \$55 made out to NASAR by August 6th to Wing Headquarters. Your seat will not be confirmed until I receive the form 17 and the \$55 check to NASAR.

The second check for \$55 will be required prior to taking the Week III practical.

The packing list for the class can be found on this web site:

[http://www.scesar.org/html/NASAR\\_SARTECHTM\\_II\\_MINIMUM\\_PERSONAL\\_EQUIPMENT\\_LIST\\_11\\_2004.pdf](http://www.scesar.org/html/NASAR_SARTECHTM_II_MINIMUM_PERSONAL_EQUIPMENT_LIST_11_2004.pdf)

Perry North,

1st Lt CAP, Probationary member NC CERT

Kathy D. Gaddy

North Carolina Wing Administrator

PO Box 2082 Burlington NC 27216

Phone 336-570-6894

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[kgaddy@ncwg.cap.gov](mailto:kgaddy@ncwg.cap.gov)

# Carolina WingTips

## New Solo Pilots

Congratulations to Cadet Daniel Ryan (NC-800) and Cadet Alec Forester (NC-801) who soloed in CAP aircraft at the MER National Flight Academy at Ft. Pickett, VA on 7/9/2010.

DAVID E CRAWFORD, Lt Col, CAP  
Director of Operations

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## Encampment Information

Everyone please take the time to visit the Encampment Facebook page. There are many more photos and videos to see and enjoy now that the encampment is over and we are getting caught up.

<http://www.facebook.com/photo.php?pid=12969275&op=1&view=all&subj=1284636343&id=830580506#!/pages/2010-NC-Wing-Civil-Air-Patrol-Encampment-Butner-NC/132014610150112>

There is also this video of two very awesome young ladies at the Pass-In-Review on Tuesday you do not want to miss:

<http://www.facebook.com/photo.php?pid=12969275&op=1&view=all&subj=1284636343&id=830580506#!/video/video.php?v=1316282348856&ref=mf>

Cheers,  
Donald A. Beckett, Lt Col, CAP  
Emergency Services/Public Affairs Officer  
Johnston County Cadet Squadron  
<http://www.jococap.org>  
(919) 989-7037  
donald\_b@embarqmail.com  
Volunteers Needed: "CAP DOESN'T HAPPEN ON ITS OWN"

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## When it Rains it Pours—Two Missions in One Day



North Carolina Wing had a busy day on Wednesday. We were alerted to two separate missions. The first was an ELT Mission on the NC / TN Border. Personnel from Wing Staff, Asheville Composite Squadron and South Piedmont responded. We launched two AC and flew over 5 hours before the signal ceased.

Just as we were calling the AFRCC to close the first mission we were alerted to a Missing AC Mission. A Cessna 208 (Pictured below) had departed Pope AFB enroute to PGV (Pitt Greenville) and had not arrived. An ALNOT was issued

and CAP was alerted to begin a search. An aircrew From Fayetteville was briefed and ready to launch on a route search and a second AC from Burlington was prepared to fly to the LKP when the target Aircraft landed safely at Pope AFB.

Thanks to all that participated in both missions. Though our volume of missions has decreased lately, today is a prime example of why we must stay mission ready. When it rains it pours!

Lt Col Jeff Willis  
Incident Commander



## Iredell Unit in 4th of July Parade

The annual Iredell County Independence Day Parade was held on July 3, 2010 in Troutman, NC.

Eleven members of the Iredell Composite Squadron, NC-162, participated in this parade for the first time. Cadets & Seniors marched along a 2 mile parade route in downtown Troutman on that hot Saturday morning. It was a thrill to hear the spectators cheer and show their patriotism as we went by. Hopefully we can do this again next year. NC-162 members participating that day were: Capt. Dean Walker, Major Rick Rowan, 1st Lt. Jacob Deal, 1st Lt. Terry Beck, and SM Connie Morris. The cadets marching were: C/SSgt Josh McCoy, C/TSgt Andrew Austin, C/SrA Matthew Lowry, C/A1C Felix Reyes, C/A1C Jeremy Morris, and C/Amn Patrick Moser.

Capt. Dean Walker  
NC-162 Commander





# MER News

To all members of Middle East Region,

I am pleased to announce that Lt Col John Lierenz was appointed to the position of Director of Administration and Personnel for MER. He has recently concluded a tour of duty as Delaware's Vice Commander, and has contributed many times in the past with activities at Middle East Region.

Lt Col Amanda Anderson has completed a very successful term as MER's Director of Administration. Without her help, MER would not be in the position it is today with regard to timely promotions and awards for the many members of the Region. She will continue on as a valued advisor within MER HQ, where her counsel will benefit the staff and all members.

Please extend a welcome to Lt Col Lierenz as your new Region Director of Administration, and congratulations to Lt Col Anderson for an exceptionally well done job.

Colonel Joe Vazquez, CAP  
Commander, Middle East Region

## Safety News From National Hqs

As part of an effort to better document the participation of members in the required monthly safety briefings - National HQ has developed and deployed an Online Safety Briefing application in E-Services. Each member is required to review a one-time introduction to the CAP Safety Program - in addition to the requirement for a monthly safety briefing - and at least once per quarter the attendance at an in-person briefing. Eventually, participation in CAP activities, including Flight Releases will be restricted to only those members who have completed the monthly/quarterly safety briefing requirements.

All members who have not already done so, should log into E-Services and review the introduction to the CAP Safety Program. Instructions for accessing the Online Safety Briefing application and review can be found on the NC Wing Web page under the Safety topic at <https://www.ncwg.cap.gov/index.cfm?fuseaction=page.display&pageID=330>

Unit Commanders and Unit Safety Officers will have the ability to log their member's participation in the unit level in person safety briefings. More information concerning the processes and procedures will be forthcoming from the Wing Safety Team.

DAVID E CRAWFORD, Lt Col, CAP  
Director of Operations  
North Carolina Wing

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## Burlington Unit Color Guard Opens Royals Baseball Game

Burlington, NC - July 31, 2010.

The Civil Air Patrol's Burlington Composite Squadron Honor Guard presented colors at the Burlington Royals baseball game on July 31, 2010. The Honor Guard consisted of Cadets Will Buslinger, Jordan Andrews, Hannah Andrews, Leah Shepherd, and Joshua Jordan. Cadet Leah Shepherd also sang the National Anthem. The evening ended with a fireworks display, courtesy of Lab Corp.

Ruth Buslinger, Capt, CAP  
Squadron Activities Officer  
Burlington Composite Squadron



Photo by Capt. Ruth Buslinger

# NTSB Report - Chapel Hill

Accident occurred Monday, July 12, 2010 in Chapel Hill, NC

Aircraft: CIRRUS SR20, registration: N527MJ

Injuries: 1 Fatal, 1 Serious, 1 Minor.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On July 12, 2010, at 1513 eastern daylight time, a Cirrus SR20, N527MJ, operating as a 14 Code of Federal Regulations Part 91 personal flight, collided with pine trees and a perimeter fence after it veered off runway 9 while landing at Horace Williams Airport (IGX), Chapel Hill, North Carolina. Visual meteorological conditions prevailed, and no flight plan was filed. The pilot had been receiving flight following with air traffic control, but cancelled in the vicinity of IGX. The certificated private pilot was killed. The front seat passenger received serious injuries and the rear seat passenger received minor injuries. The flight originated at Sussex County Airport, Georgetown, Delaware, between 1230 and 1245.

According to the rear seat passenger, the flight was uneventful until landing at IGX. Upon arrival, the pilot made a left "U" turn to final. The airplane touched down on the runway, "hopped" back into the air, touched back down again, and hopped twice more before making a final landing on the runway, about midfield. The pilot applied power, and the airplane went off the left side of the runway. Without enough speed to get airborne, the airplane collided with some trees and a fence, and came to a complete stop.

Two friends of the rear seat passenger were waiting at IGX. According to one of the friends, the airplane overflew the runway and entered left traffic for runway 9. "The airplane appeared to be coming in faster than usual for a small plane and according to the windsock beside the runway; the plane was landing with the wind not against it. The initial landing was pretty hard and there was a small bounce and all three wheels left the ground. When the plane came down the second time, the front wheel hit first and there was a bigger bounce. The plane bounced a third and fourth time, each time the front wheel hitting first and each bounce getting more pronounced. At this point it seemed like the airplane was out of control. It passed out of sight behind a structure on the airfield so I could not see it for about three seconds, but I heard the engine rev loudly. I believe he was trying to lift off for another pass. When the plane came into view again it was sliding or gliding across the grass on the left side of the runway. As it was sliding it rotated almost 180 degrees to the left so it was facing back towards the direction it had landed from. The right side of the plane struck the fence and tree. Almost immediately following the impact, the rocket assisted parachute fired out in the direction the plane was originally traveling."

Three witnesses, who were standing in front of their maintenance hangar, reported seeing the airplane in the vicinity of the last third of the runway. All of the witnesses reported that the engine was running at "full power." One witness stated that the airplane went into the grass off the north side of runway 9. Another witness estimated the airplane was traveling between 60 to 70 miles per hour when it departed the runway, and the third witness stated the nose of the airplane was observed in a 45-degree nose-up attitude. The nose leveled out back on the ground and the airplane continued forward until it collided with the trees and the airport perimeter fence. The engine then stopped and the ballistic parachute activated.

## PERSONNEL INFORMATION

The pilot, age 66, held a private pilot certificate issued on October 6, 2004, with an airplane single-engine land rating. The pilot's latest flight review was on July 5, 2009. The pilot held Federal Aviation Administration third class medical certificate, issued on November 17, 2009, with no restrictions. Review of the pilot's logbook revealed he had 445.1 total flight hours; 180.1 hours were in the Cirrus SR20, and of those, 177.4 hours were as pilot in command. The last recorded entry in the pilot's log book was on May 7, 2010. The pilot had flown 6.9 hours in the last 90 days. Examination of the pilot's logbook revealed that the accident flight was the first time he had landed at IGX.

## AIRCRAFT INFORMATION

The Cirrus SR20 was a four-place airplane with a fixed tricycle landing gear, serial number 1056, manufactured in 2000. A Teledyne Continental, 210-horsepower, horizontally-opposed six-cylinder engine powered the airplane. Review of the airplane logbooks revealed that the last annual inspection was conducted on March 5, 2010, at a recorded HOBBS time of 1,343.3 hours. The HOBBS meter at the accident site indicated 1,394.7 hours. The airplane flew 51.4 hours since the last annual inspection. The engine was overhauled on March 12, 2004, by Teledyne Mattituck Services, Inc, at 923 hours time in service. The airplane was last refueled at Wilmington International Airport (ILM), Wilmington, Delaware, on July 11, 2010, with 25.9 gallons of 100 low lead fuel. The actual amount of fuel on board at take off could not be determined.

## METEOROLOGICAL INFORMATION

The 1253 IGX surface weather observation was: wind from 170 degrees true at 4 knots, visibility 10 miles, clear skies, temperature 28 degrees Celsius, dew point temperature 21 degrees Celsius, and altimeter 29.91 inches of mercury.

# SUI Training Conducted in Charlotte

Submitted by Col Roy Douglass

All day Saturday, 17 July, 18 officers from Group 1 and Group 4 participated in a Subordinate Unit Inspection (SYI) Team training session conducted by Lt Col John “Jack” Donahue, NC Wing Inspector General (IG) – Inspections, and Col Roy Douglass, NC Wing Commander.

The SUI team members received training in preparing for the SUI, techniques for interviewing and exit briefing, report writing and writing the executive summary, Team Chief duties, and how to finalize the SUI Report and track the findings. All of this and a lot of practice is needed to make the team members effective in their duties, and to ensure that a complete SUI is conducted, which will provide the unit and group commanders a true picture of the status of the inspected unit in regards to compliance to CAP Regulations. All subordinate unites (groups and squadrons) are currently on a 36-month SUI cycle that is preceded with a Unit Self Assessment.

The training was conducted in the CBS Radio Station in Charlotte, courtesy of Lt John Reynolds of the Mavericks (NC-137), and the Curriculum Advisor for the training was Lt Col Keith Hodgin, NCWG/IG. Each student received a post-course assignment of reviewing and correcting SUI reports, and then the officers will be recognized at the Wing Commander’s Call in August. The training concluded in the afternoon and just in time to enable the students to depart just ahead of an approaching rain storm. The students attending the training were:

Lt Col Robert H. Bauer, Chaplain (Lt Col) John C.K. Barwick, Lt Col William W. Hawke, Maj James R. Giles, Maj Christopher M. Linker, Maj Richard A. Rowan, Maj Paul W. Twiddy, Maj Joseph A. Weinflash, Capt Thomas K. Bly, Capt Thomas Cooke, Capt Jeffery A. Focke, Capt Carl V. Rongo, Capt Dean M. Walker, Capt George R. Williams, 1<sup>st</sup> Lt Terry L. Beck, 1<sup>st</sup> Lt William J. Fairman, 1<sup>st</sup> Lt David J. Wallach, and 2<sup>nd</sup> Lt John P. Gilbert



Photos by Col. Roy Douglass







## Asheville Squadron Historian wins National Historian of the Year

1st Lieutenant Joe Myers of the Asheville Composite Squadron has received a letter from the Civil Air Patrol (CAP) National Commander, Major General Amy Courter informing him that he has been chosen as the CAP's National Historian of the Year for 2010.

Myers said that he was "humbled," after receiving the news. "Given the quality of work done by other historians and the squadron itself, it's humbling," said Myers.

The genesis of the honor started when Myers was nominated for Historian of the Year by his squadron commander, Major Joseph Weinflash. "He [Myers] continues to amaze us with his dedication and devotion to a job that most would ignore. His love for the CAP of the past is as great as his commitment to the present and future," Weinflash wrote as part of his nomination.

Myers was a cadet with the CAP when he was a teenager and rejoined in the mid-1980s as a senior member in Florida. He has now been with the Asheville Squadron for about three years. He is scheduled to receive his award in September at the national conference in San Diego, California. Myers lives in Weaverville with his family.

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**THUNDERSTORMS & ATC**

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Use this link to access this program:

[http://flash.aopa.org/asf/wxwise\\_thunder/thunderstorms.cfm?](http://flash.aopa.org/asf/wxwise_thunder/thunderstorms.cfm?)

# NC Wing Member Attends USAF Change of Command Ceremony

By Lt. Col. Joe Carr

A former CAP Cadet of North Carolina Wing's 111th Squadron, Colonel Bill Tart, USAF, recently assumed command of the 432 Operations Group at Creech AFB, Nevada. Colonel Tart is in command of the personnel and aircraft assigned to the Group which flies the Predator and Reaper Remotely Piloted Aircraft (RPA) over the Southwest Asia theater. Creech AFB is the home of the RPA community, still a relatively small portion of the Air Force. The community consists of Creech AFB and several RPA bases in theater. The pilots flying the RPA's on combat air patrols are really "remote", being located in Nevada. They also train there, flying RPA's on local flights.

The Predator has about the same dimensions as a Cessna 152, though a little heavier at gross weight. It is powered by a 115 hp Rotax engine, such as is used in light sport aircraft. It can carry two Hellfire missiles. The Reaper is twice as heavy and is turboprop powered with a ceiling of 50,000 feet and a typical weapons load of two Hellfires and four laser-guided bombs with a considerably higher endurance factor. Both RPA's have an endurance which can span several rotating shifts of pilots, a luxury not afforded manned combat aircraft.

Colonel Tart is the ranking member of an entirely new community of Air Force pilots; those with Private Pilot Certificates instead of the usual lengthy and expensive training program qualifying jet pilots. This is because the RPA's, are, after all, light aircraft, operated at speeds and flight profiles typical of Cessna singles. They are trained by civilian contract flying schools.

Colonel Tart graduated from NC State University with a ROTC Commission and holds several Masters' degrees from various military colleges, including Air and Army War Colleges. He is married to former C/Col Andrea "Andi" Thompson of the former Triad First Flight Squadron. She spent six years as an Air Force Pilot and now flies for a major airline and raises the couple's three girls.



Lt Col Jim Carr, CAP, congratulates Col William "Bill" Tart, USAF, upon Col Tart's assumption of command of the 432nd Operations Group at Creech AFB, NV.



Col William "Bill" Tart and his father, also William Tart, debate about whose name is actually on the Predator RPA



The Predator has the down-sloping tail fins, the Reaper ruddervators slope upward.

# Cadet Staff Training School (CSTS)

25-26 September 2010

Fayetteville Composite Squadron

**Purpose:** To provide current and future cadet staff the training necessary to accomplish their respective staff assignments at their home unit. This training is also targeted for senior members (working in cadet programs) to better equip them to support and facilitate the cadet program and by the end of the weekend will have earned Training Leaders of Cadet (TLC) need for your senior rating in cadet programs..

**Course Length:** 2 Days with a total of 14 hours of classroom instruction

**Prerequisites to Attend CSTS:** Cadets: must have achieved their Wright Brothers Award; are preparing to become cadet staff; must have written approval, CAP Form 31, to attend this course. Seniors: should be appointed to positions within their unit that bring them within direct contact with cadets on a regular basis and must have written approval, CAP Form 17, to attend this course.

**CSTS Applications:** CAPF 31 for cadets and CAPF 17 for seniors must be filled out and emailed to C/1<sup>st</sup> Sgt Bradshaw for CSTS, [daniel53mm@yahoo.com](mailto:daniel53mm@yahoo.com), and Maj William Ryan for TLC [wryan@ncwg.cap](mailto:wryan@ncwg.cap), please put CAP in subject line, prior to 15 September 2010. This course is open to the 1st 15 cadets who apply and the 1<sup>st</sup> six senior members. Applications must also be sent via e-mailed to the proper course Director and brought to the school with appropriate signatures along with a CAPF 60. Failure to bring the signed CAPF 31 or CAPF 17 will result in non-admission to the school.

**Prior Graduates:** All prior graduates are welcome to return to the school.

**Student Instructors:** Prior students who have demonstrated leadership and teaching ability are welcome to return as student instructors. These individuals will attend the course as students, but will be given the opportunity to teach portions of the course during the weekend. The instructor staff will also evaluate their motivation levels, teaching abilities, and student control during the activity.

**Instructor Staff:** Consists of the Senior Instructor and Instructors. The Course Director, upon recommendation from instructor staff, may invite past "student instructors" back as instructor staff. These individuals will be responsible for teaching portions of the course assigned by the Course Director, on and off duty student control during the activity, course administration and assisting the course director in activity preparation.

V/r  
William M. Ryan, Maj, CAP  
Director of Cadet Programs  
MER-NC-001

---

The October day when the tables turned in Des Moines, Iowa:

Tower:  
"Citation Two Bravo Charlie: Runway 31, cleared to land."

Citation:  
"Cleared to land, Two Bravo Charlie."

Tower:  
"United Eleven Eight Four: Runway 31, cleared for take-off."

There was some delay, and United couldn't go, so tower rescinded the take-off clearance and told United to hold short of the runway for the landing Citation.

United:  
"We're across the holdshort line."

Tower (left with no option) :  
"Citation Two Bravo Charlie, go around."

Citation:  
"Going around — and Tower? Call the hangar at 555-XXXX when we get on the ground."